

EXHIBIT 4: TRANSPORTATION MANAGEMENT DIRECTION IN THE DRAFT PLAN

DC=Desired Condition, S=Standard, G=Guideline, Obj=Objective, MA=Management Approach (not a plan component)

Infrastructure (INFR), Draft Plan at 59-61

The developed infrastructure within the Forest includes roads, trails, utility corridors, dams, and buildings for administrative, recreational, or special use purposes.

Desired Conditions

DC-INFR-1: Safe, accessible, functionally efficient, aesthetically pleasing, energy-efficient, and cost-effective buildings and related facilities (owned, operated, occupied, or authorized by the Forest Service) needed to achieve resource management objectives are maintained or constructed. (General Forest Geographic Area, Specially Designated Geographic Area)

DC-INFR-3: The road system provides access for the public to use and enjoy the Forest. Road construction is limited, and the amount of reconstruction is commensurate to the needs of resource management. Road closure may occur in areas to enhance wildlife and fisheries habitat, soil, and watershed resources, among other values. (General Forest Geographic Area, Specially Designated Geographic Area)

DC-INFR-4: Trail systems will offer a wide range of recreation opportunities, both motorized and nonmotorized. Consider a wide range of barrier-free opportunities for all new construction and rehabilitation proposals. (Forestwide)

Management Approaches

MA-INFR-3: Closed or restricted roads may be used for administrative purposes if the use is approved by the responsible official. (Forestwide)

MA-INFR-4: Designated travelways, as displayed on the Forest motor vehicle use map, and newly constructed travelways are open to motorized vehicle use unless a documented decision shows that:

- Motorized use conflicts with forest plan objectives,
 - Motorized use is incompatible with the recreation opportunity spectrum class,
 - Travelways are in areas closed to motorized use and are not designated routes,
 - Motorized use creates user conflicts that result in unsafe conditions unrelated to weather conditions,
 - Physical characteristics of travelways are hazardous for motorized use,
 - Travelways do not serve an existing or identified future public need, or
 - Financing is not available for maintenance necessary to protect resources.
- (Forestwide)

MA-INFR-5: On all lands except designated travelways, motorized use is restricted unless the motor vehicle use map or a forest order indicates that such use is specifically allowed. Over-the-snow motorized vehicle use on snow is allowed unless specifically restricted. (General Forest Geographic Area, Specially Designated Geographic Area)

MA-INFR-6: To protect resource values and provide for public education, allowable modes of travel should be clearly signed at trailheads and/or identified on the motor vehicle use map. (General Forest Geographic Area, Specially Designated Geographic Area)

MA-INFR-7: When necessary, new trails are developed to expand the range of recreation opportunities, ensure user safety, and disperse existing use into different areas to be consistent with other resource objectives. (Forestwide)

MA-INFR-8: Manage road use by seasonal closure if:

- Use is causing unacceptable damage to soil and water resources due to weather or seasonal conditions
- Use is causing unacceptable wildlife conflicts or habitat degradation
- Use is resulting in unsafe conditions due to weather conditions
- The road(s) serve a seasonal public or administration need
- The area accessed has seasonal need for protection or non-use. (General Forest Geographic Area, Specially Designated Geographic Area)

MA-INFR-9: Consider the impact of potential alterations in timing, magnitude, and duration of peak flows on infrastructure design and construction. (Forestwide)

MA-INFR-12: The transportation system is designed to minimize resource damage. (General Forest Geographic Area, Specially Designated Geographic Area)

MA-INFR-13: Consider the travel analysis process during project-level analysis to move toward a sustainable road system. (General Forest Geographic Area, Specially Designated Geographic Area)

Fish, Draft Plan at 13

G-FISH-3: Construct perennial stream crossings and aquatic organism passages to allow natural streamflow, and bidirectional movement of adult and juvenile fish and other aquatic species. (Forestwide)

Riparian Management Zones, Draft Plan at 15

Guidelines

G-RMZ-1: To maintain ecological integrity and connectivity, limit the construction of roads and infrastructure in the riparian management zone. (Forestwide)

Watershed, Draft Plan at 15

DC-WA-1: Physical channel characteristics are in dynamic equilibrium and are commensurate with the natural ranges of discharge and sediment load provided to a stream. Streams have the most probable form and the expected native riparian vegetation composition within the valley landforms that they occupy; they function correctly without management intervention. Historically disturbed and degraded stream channels recover through floodplain development and establishment of riparian vegetation, and demonstrate stable channel geomorphic characteristics. Beaver reintroduction, and the persistence of beaver habitat, can contribute to channel recovery and floodplain function.

Roads, trails, and impervious surfaces minimally affect hydrologic processes within watersheds. (Forestwide) Emphasis added

S-WA-1: Incorporate project-specific best management practices described in FS 990A or as updated in land-use and project plans as a principle mechanism to maintain or restore water quality and meet desired watershed conditions. (Forestwide)

Areas of Tribal Importance, DEIS at 47

G-ATI-1: Minimize restoration and recreation activities and uses, as well as the development of new facilities and infrastructure, near areas of tribal importance, such as areas acknowledged as traditional cultural properties. (Forestwide)

G-CDT-10: Allow hauling or skidding along the trail only when the trail is colocated with an open road and no other options are available. Apply design criteria to minimize impacts to trail infrastructure. (Forestwide)

Native Animals and Plants, Draft Plan at 17

MA-PLTR-2: Implement pollinator-friendly best management practices for Federal lands to improve pollinator habitat and protect pollinators when taking management actions. Actions can include the following:

- ☐ Implement best management practices when managing roads. (Forestwide)

Cultural Resources, Draft Plan at 55

MA-CRT-6: Develop management and preservation plans for administrative facilities and infrastructure that are significant cultural resources with special significance, or are sites that receive heavy visitor use. (Forestwide)

Fire Management, Draft Plan at 57-58

S-FIRE-2: Fire control lines will be rehabilitated to prevent their use as trails and/or roads. (Forestwide)

Wildlife, Draft Plan at 25

DC-WLDF-5: Security habitat for big game species in winter range is provided. Motorized and nonmotorized route travel, on and off existing roads, does not negatively affect ecological conditions necessary to maintain viable populations of species. (Forestwide)

S-WLDF-9: Maintain screening cover to minimize disturbance and harassment of deer and elk along open roads and around openings on the basis of site conditions. Design screening cover design consistent with the disturbance regime characteristics of the forest cover type it is occurring in. (Forestwide)

Continental Divide Trail, Draft Plan at 51

G-CDT-8: New temporary or permanent roads or motorized trail construction across or adjacent to the Continental Divide National Scenic Trail should be avoided unless needed for resource protection, private lands access, or to protect public health and safety. This provides for a naturally appearing setting while avoiding visual, aural, and resource impacts from motorized use. (Forestwide)

Recreation, Draft Plan at 64

S-REC-1: Recreation development and travel routes shall be consistent with the recreation opportunity spectrum class designations. (Forestwide)

MA-REC-6: Trail development shall be coordinated with trail systems developed by municipalities, counties, states, other Federal agencies, and partners to allow for integration and connectivity. (Forestwide)

General Forest Geographic Area Management Approach Summary, Draft Plan at 69

The area has a well-developed transportation system that allows for easy access and movement of forest products and livestock while providing for visitor and employee safety. **Roads are located in the proper locations to avoid excess impacts from sedimentation or erosion.**

5.41-MA-2: Avoid placing new roads in locations with important forage and cover.

Management Area 5.11 – General Forest and Intermingled Rangelands, Draft Plan at 87

The area has a well-developed transportation system with numerous open roads that offer commercial access and roaded recreation opportunities, while roads with restricted access offer nonmotorized recreation opportunities.

5.41-MA-2: Avoid placing new roads in locations with important forage and cover.

Monitoring, Draft Plan at 109

Monitoring Requirement	Monitoring Question	Indicator	Data Source	Data Frequency	Example Adaptive Management Questions
5	MQ19: What is the status and trend of roads and trails in terms of access, use, and condition?	<input type="checkbox"/> Miles of roads and trails open year-round or open seasonally <input type="checkbox"/> Miles of roads and trails built and decommissioned <input type="checkbox"/> Miles of roads and trails maintained by maintenance level	<input type="checkbox"/> Forest Service Infrastructure database (INFRA)	2 years	To be developed

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		<input type="checkbox"/> Miles of roads and trails maintained or improved to standard			
<input type="checkbox"/> Use of roads and trails		<input type="checkbox"/> National Visitor Use Monitoring		5 years	